Table 1: Measures Promoting the Consultation (Bermuda Connectivity)	
Channel	**Detail**
Ask Warwickshire	➔ Dedicated consultation webpage (providing full information, survey link and link to previous consultation)
https://www.warwickshire.gov.uk/bermudaconnection	➔ Dedicated Scheme webpage
Information Leaflet	➔ Circulation to circa 30,000 properties in West Nuneaton area ➔ Made available at Nuneaton Town Hall following a request from NBBC Customer Services Team
Email (outbound)	➔ Town and Parish Council database contacts in and around Nuneaton and North Warwickshire ➔ Local Businesses via Warwickshire Means Business web page via WCC Economy and Skills Team ➔ Consultation E-Alert sent to 390 Gov.Delivery subscribers
Email (inbound)	➔ Dedicated email address set up to provide an opportunity for people to respond via email
Paper Surveys	➔ Copies of surveys made available on request via WCC Customer Services. ➔ Copies of surveys made available at Nuneaton Town Hall
Social Media	➔ Warwickshire County Council Facebook ➔ Warwickshire County Council Twitter (12,500 followers) ➔ Twitter activity on the consultation created 1,139 impressions with 1.1% level of engagement and 10 clicks through to the consultation via the link. ➔ Tweets / Direct messages sent to Coventry City Council Twitter and Nuneaton Memories Twitter. ➔ Retweet Requests - Coventry and Warwickshire Chamber of Commerce ➔ WCC Localities & Partnerships (Northern Area) Team asked to engage with Local Community Groups
Face to face	➔ Meetings with WCC Members - Briefing Meeting with Cabinet Portfolio Holder and Local County Councillor ➔ Meetings with District / Borough Members - Promoted in a Presentation to NBBC Members on the NBBC Borough Plan and Supporting Highway Mitigation

Newsletters	➔ Re: Member (59 - Warwickshire County Council Members) ➔ Your Warwickshire (Local MPs) ➔ Warwickshire Weekly News (Public) May 17
Media relations	➔ Initial News release plus follow up(s): Nuneaton News, Coventry Evening Telegraph, Tamworth Herald and local radio stations (BBC Coventry and Warwickshire,) ➔ Presence on WCC news page
Verbal briefings	➔ Briefing meetings with relevant WCC County Councillors. ➔ Engagement with NBBC officers in regard to environmental issues covered in the consultation material
Other channels to target audiences	➔ Briefing note about the consultation circulated to local businesses and stakeholders ➔ Briefing to Customer Services (including Face to Face contact (libraries / One Stop shops) ➔ Briefing to Community Development Team (North) ➔ Posters and relevant documents were made available at both Nuneaton and Bedworth Libraries.

Details of the Consultation Measures

Post

A consultation pamphlet was distributed to approximately 30,000 properties in the West Nuneaton area, similar to what took place during the initial consultation carried out in 2015.

The consultation pamphlet did not contain a Response Form, but directed recipients to the online “Ask Warwickshire” consultation website to complete their response. This is in line with the identified trend and preference for respondents to complete and submit WCC consultation response forms online. An email address and telephone number were provided for people to access further information and assistance.

Online “Ask Warwickshire” Consultation Website

This contained a high level of detail regarding the updated Scheme and also a survey form for respondents to complete and submit.

Online Scheme Web Page

Information in the consultation pamphlet was also presented on Scheme web page plus additional information. A link to the “Ask Warwickshire” Consultation website was in place allowing participants to complete and submit a survey form. Standard wording directing people to contact the WCC Customer Services telephone number was also in place enabling people to request to be sent paper copies of the survey form.

Analysis of Consultation Responses

Chart 1: Analysis of Survey Forms:

Total Number of Responses to Question 3
In which residential area do you live?

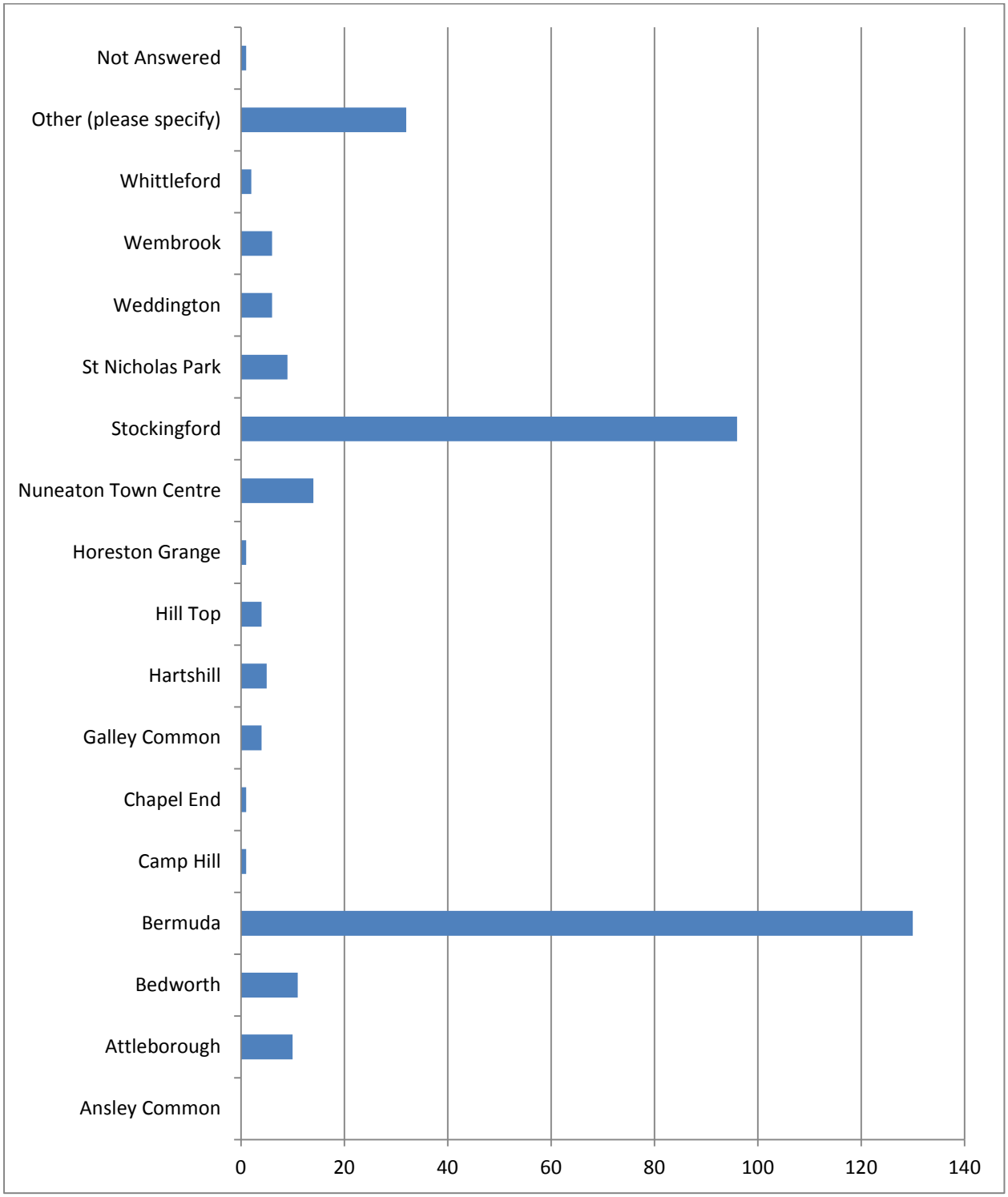


Chart 2: Analysis of Survey Forms:

Total Number of Responses to Question 4
To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?

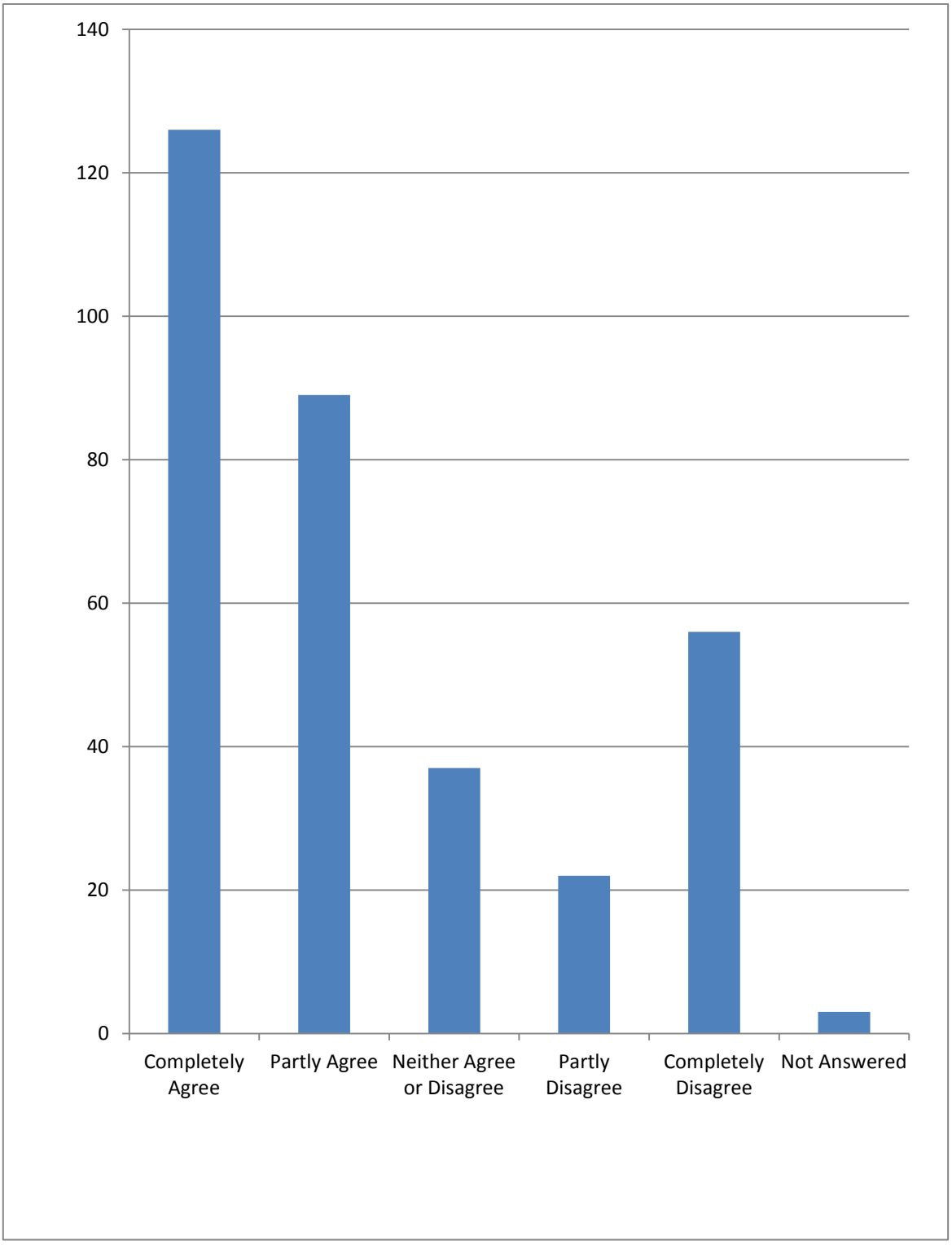
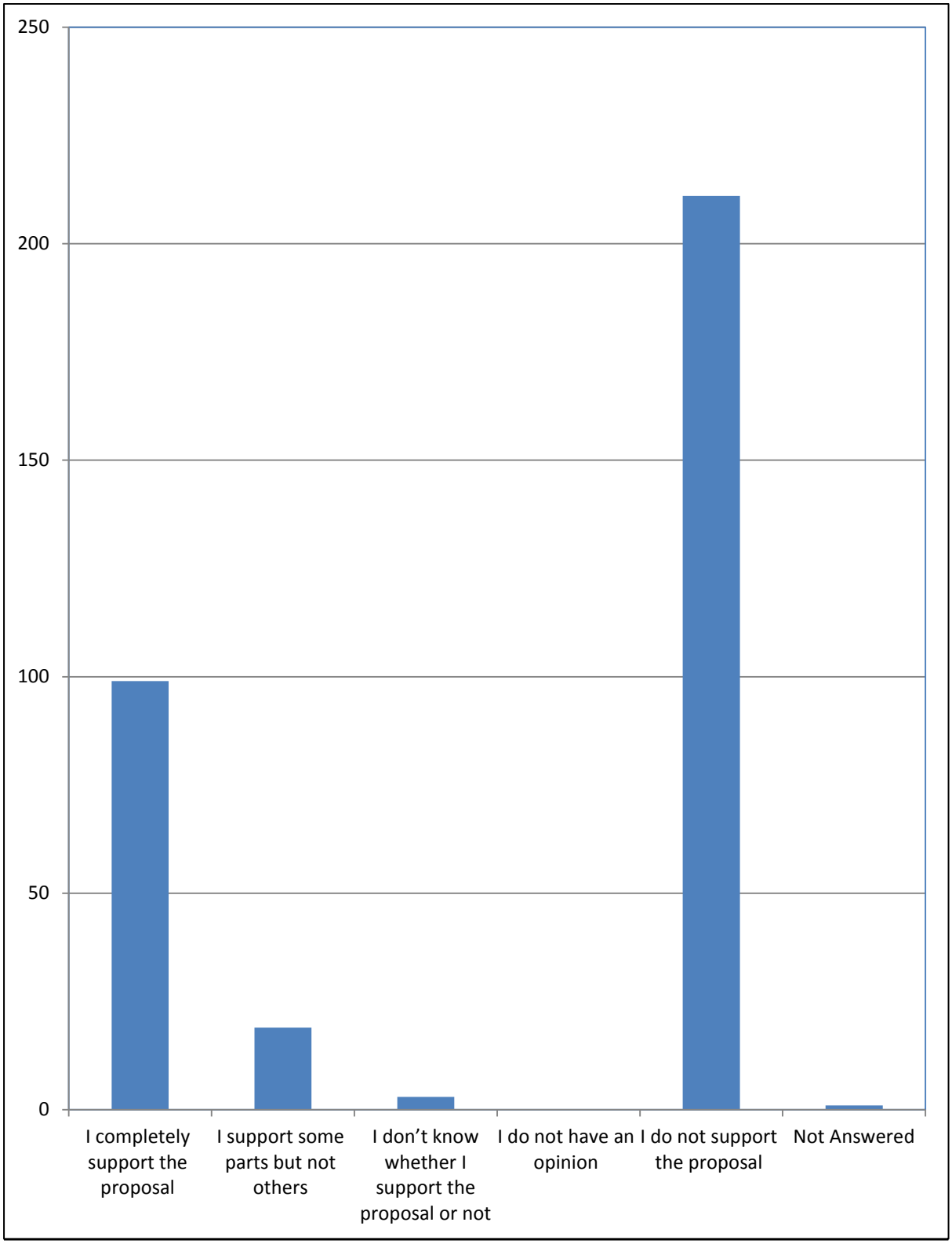


Chart 3: Analysis of Survey Forms:

Total Number of Responses to Question 5
Please select the statement below which best suits how you feel about the proposed new highway link.



Appendix D

General Consultation Responses

Table 2: Common Themes Expressed by Respondents during the Consultation	
Theme	Comments
Key themes relating to impacts on residents	• Plan is unfair on local residents who will suffer increased disruption, traffic noise, damage, pollution and decreased house values / quiet residential neighbourhood; • Consider the adverse impact - noise, vibration, air quality, health impact on local residents; • Parking issues will be created for residents and their visitors in Bermuda Street and other local residential streets, includes comments made about current parking on Tenlons Rd; and • May result in 'rat run' roads being created in residential streets for road users trying to dodge the traffic (specific issue for Shillingstone Drive, Tenlons Road, The Raywoods, Radley Drive, Cornish Crescent and Orkney Close).
Key themes relating to impacts on the local area	• Concerns that parking restrictions proposed will lead to hospital staff and visitors parking in residential streets; • Scheme needs to / does not take into account the additional impact of new housing developments - increase in population; • Concern over speeding / traffic increases in the residential areas which will increase with removal of on street parking and risk to children living/playing in the area; and • The scheme splits the community from community assets (park, community centre etc.) and does not provide sufficient safety features / crossings - will impact on users being able to access services; • General negative impact upon a residential neighbourhood - suitability of high volumes of traffic on residential street and quality of life; • Limitation of the rail station offer will limit benefits claimed - lack of parking, no park and ride, limited train frequency with delays in plans to improve, low footfall and question whether people will use the rail station; and • Direct impact on businesses - access for staff and customers, parking issues, health and safety issues relating to the premises and access.
Key themes relating to the	• Concerns about safety in general (lack of safe crossings, removal of traffic lights, dangerous 90

design proposals	degree turn, concern about safety in relation to increased traffic in area used by chemical distribution vehicles, narrowing of footpaths, - speeding vehicles); • Safety / crossings are compromised along a school route / routes heavily used by children and other pedestrians - there is a lack of traffic calming and safe crossing opportunities/measures in the proposal; • Respondents are unhappy with and concerned about the removal of safety features which had been in the original proposal; • HGV movements that will be created raise safety concerns and will negatively impact on residents and other road users; • Specific comments raised about junctions; • Comments in relation to speeding and traffic calming measures; • Specific comments raised about areas of congestion which will be created; • Comments on impact of proposal on cyclists and pedestrians; • Residential streets cannot cope - narrow roads, difficulty of access, parking/delivery blockages, need to reverse. Redesign of roads needed/widening/lines of sight; • Queries and comments relating to the bridge suitability for what is proposed; • Queries raised regarding the modelling / projections used to develop the scheme, including comments that there are things missing / inaccuracies in the plans and documentation; and • Comments on (objections to) the design standards used - not appropriate standard.
Key themes relating to the overall scheme	• Suggestions to compliment / extend the scheme to generate further benefit; • The proposed scheme is not value for money - will cost too much / waste money / doing things on the cheap; • Views that the proposed scheme is not a 'strategic' solution. Need longer term sustainable traffic management plans; • Other, better options are available - range of specific comments made (e.g. look at alternative traffic flows / road layouts); • Scheme is merely a cut down version of the original proposals which were rejected; • Supportive comments - including that the proposal is needed to relieve gridlocked town / roads and reduce journey times; • Views that this will shift the problem not solve it; and

	• Objections in principal to diverting heavy traffic through a residential area.
Comments on the consultation process	• Concerns over consultation being primarily online; • Not clear on distributed leaflet that paper copies were available; • Issue with documents only being available online; • Specific comments on documentation / information made available not being sufficient (e.g. comments that documents are not clear enough / text is too small / ineffective assessment report); and • Lack of engagement / public meetings / publicity.

ATKINS
Member of the SNC-Lavalin Group

Technical note

Project:	Bermuda Connectivity Project	**To:**	Warwickshire County Council
Subject:	Economic Appraisal Update	**From:**	Atkins
Date:	6 Dec 2017	**cc:**	

Introduction

This technical note has been prepared following a request by Warwickshire County Council to update the economic appraisal of journey time benefits for the Bermuda Connectivity Project. The economic appraisal was previously undertaken in 2014 and the results were reported in the *Bermuda Connectivity Project Capital Growth Fund Business Case, Warwickshire County Council, September 2014.*

Since 2014 there has been some changes that necessitate an update of the economic appraisal. The main changes affecting the appraisal are summarised below:

- The scheme costs have changed following a value engineering exercise which de-scoped the scheme resulting in a reduction in scheme costs by 30% to 35%.
- The Paramics Microsimulation model has been updated, with new survey data. It now takes account of the latest Local Plan committed and highly likely developments or Local Plan aspirations.
- WebTAG values of time and fuel have been updated.

The purpose of this technical note is to outline the process undertaken to update the economic appraisal, detail the assumptions used, followed by reporting of the appraisal results.

Methodology and Assumptions

The economic appraisal was calculated using a spreadsheet model that uses forecast changes in journey times in different time periods to produce an economic benefit. Outputs from the Paramics traffic model of Nuneaton were input into the spreadsheet model to generate a monetary impact over the 60 years life of the scheme. These were then compared against the construction costs and maintenance costs on a consistent basis to generate a BCR (benefit to cost ratio) for the scheme.

The main limitation of the appraisal is that the only benefits which have been monetised are those arising from journey time savings. Other potential benefit streams have not been included (e.g. safety, vehicle operating costs, journey time reliability, air quality, noise, greenhouse gases).

A summary of the method used and the underlying assumptions for each stage of the appraisal is shown in Table 1.

Table 1. Summary of Method and Assumptions

Appraisal Element		Method / Assumptions

Input	Traffic Modelling	Vectos provided the following information from the Paramics model:
		• Network wide Car, LGV and HGV vehicle hour changes for the with and without scheme situation.
		• This was provided for the AM (0700-1000) and PM (1600-1900) peak periods a 2022 and 2031 modelled year.
		  ◦ The 2022 modelled year is from the 'Reference Case' model
		  ◦ The 2031 modelled year is from the 'Local Plan' model which includes development associated with the Local Plan (in both the 'with' and 'without' Bermuda model runs.

	Scheme Costs	• These were provided by F&G in September 2017.

Technical note

Appraisal Element		Method / Assumptions

		• WebTAG states that sunk costs should be excluded from the economic appraisal. The following line items were therefore removed from the costs included in the economic appraisal:
		  • WCC internal charges as notified on 23rd August 2017
		  • Capital costs incurred thus far (up to 16th August 2017).
		  • Future design commitments (inc. Atkins, SLC Rail and Business Case Refresh).
		  • Future Compensation Claims Assessment Report
		  • Updated Scheme Costs (as of 11th October 2016)
		  • Japanese Knotweed screening measures (as of 11th October 2016)
		• Note that the contingency figure of £500,000 has been included in the economic appraisal.
		• The spend profile has been assumed to be as follows:
		  • 2017 – 20%
		  • 2018 – 40%
		  • 2019 – 40%
		• Optimism bias of 3% has been applied to the scheme costs. This is consistent with WebTAG guidance[1] for a local authority scheme at *'Stage 3 – Full Business Case'*

	Maintenance Costs	• Assumed to be the same as the 2014 economic appraisal (£37,500 per annum over 60 years). • Construction inflation has been applied to the maintenance costs over the period 2017 to 2022 using the BCIS (Building Costing Information Service) rates with the GDP Deflator applied for the remainder of the appraisal period.
Process	**Opening Year**	• An opening year of 2019 has been assumed.
	Economic Parameters	• Economic Parameters have been taken from the WebTAG Data Book dated October 2017 Released v1.8.2
	Appraisal Period	• A 60-year appraisal has been undertaken in line with WebTAG guidance.
Outputs	**Presentation of results**	• The results have been presented in 2010 market prices discounted to 2010 (in line with WebTAG guidance).

[1] WebTAG Unit A1.2: Scheme Costs, July 2017.

Technical note

Appraisal Results

The economic appraisal results are detailed in Table 2.

Table 2. Bermuda Economic Appraisal Results

Bermuda Connection Economic Appraisal		2010 market prices discounted to 2010
Present Value of Costs (PVC)	Construction Costs	£6.864m
	Maintenance Costs	£1.320m
	Total PVC	£8,185m
Present Value of Benefits (PVB)	AM Peak Journey Time Benefits	£19,514m
	PM Peak Journey Time Benefits	£12,594m
	Total Journey Time PVB	£32,468m
Net Present Value (NPV)		£24,283m
Benefit to Cost Ratio (BCR)		3.9

The journey time benefits are mainly generated by savings made in the AM peak period. No account was taken of any changes outside of these time periods, but in reality it is likely that there will be additional benefits during these non-peak times of the day.

Based on DfT Value for Money guidance[2] a BCR of 3.9 represents '*High Value for Money*'.

[2] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/630704/value-for-money-framework.pdf

1. Assessing Wider Economic Benefits

Getting West Nuneaton Moving: Bermuda Connection

1.1 As part of developing an updated economic case for WCC, Regeneris Consulting have reviewed the role the Bermuda Connection project could play in facilitating the development of sites in the Nuneaton area.

Analysis of Sites

1.2 We have reviewed the development capacity of those current and future employment areas in the immediate vicinity of the scheme and in areas where congestion will be improved by the scheme. These areas include a proposed employment site from the Emerging Borough Plan (EMP1)[1] and a number of existing employment areas with vacant plots. The following table outlines these sites.

Table 1.1 Potentially Developable Employment Sites in Close Proximity to the Scheme

Site	Total Plot Size (sqm)
Empty plot in existing North Caldwell employment site	6,300
Site in the north end of the Bermuda Industrial Estate	8,100
Largely empty plot on the East side of Hazell Way industrial site	8,400
Bermuda 208 currently being marketed within Bermuda Park	43,800
Proposed Local Plan site EMP 1 (Faultlands site)	260,000

Source: Regeneris Consulting; Consultations with WCC

1.3 An assumed split of 50% Industrial (B2/B1(c)) and 50% Storage & Distribution (B8) uses has been applied to all sites (with the exception of Bermuda 208 which is assumed to be 75% Storage & Distribution and 25% Office as this is the split that is currently being marketed for the site). The 50/50 split is based on a review of current occupier activity at the Bermuda Industrial Park.[2]

1.4 To convert plot sizes into the appropriate floorspace measure we have applied the following assumptions:

- a plot ratio of 35% to convert employment sites to gross external area based on Regeneris' s analysis of suitable benchmarks
- a ratio of 95% to convert external areas to internal areas based on the latest HCA Employment Densities Guidance
- a ratio of 85% to convert gross areas to net internal areas based on the latest HCA Employment Densities Guidance.

[1] Planning Application Reference - 034901 (Planning)

[2] Based on visual observation during a site visit as we do not have definitive data on all occupiers

Gross Potential Impacts

1.5 To convert floorspace into Full Time Equivalent (FTE) Jobs we have used average floorspace per employee by use class from the latest HCA Employment Densities Guide (2015). This provides the estimate of gross jobs on site once fully developed.

1.6 GVA impact is estimated using estimates of GVA per employee (ie full and part time) from the Coventry and Warwickshire LEP Business Case Guidance. These have then been converted to GVA per FTE using data from the ONS Business Register and Employment Survey (BRES). The GVA per FTE assumed for each use class is as follows[3]:

- Industrial – £65,100 (Manufacturing)
- Storage & Distribution – £42,800 (Distribution, Transport, Accommodation and Food)

1.7 Each site is allocated a likely start date and an estimated build out period based on consultations with Warwickshire County Council and other stakeholders (landowners/agents) which allows us to stagger the impacts. The following assumptions have been applied to account for the timing of impacts:

- a one year delay from development to impacts
- GVA benefits are discounted at a rate of 3.5% in line with HM Treasury Green Book guidance
- a persistence of 5 years for the GVA impact associated with jobs, in line with guidance on transport schemes (note: this is a conservative assumption and the actual persistence of benefits could be significantly longer).

Net Impacts

1.8 To account for any displacement at the LEP level of other business activity we have applied a rate of displacement based on additionality guidance from the Department of Business Innovation & Skills that was used in the previous work for the C&WLEP in assessing the potential role of transport schemes in supporting the Strategic Economic Plan (in 2014). The displacement factors assumed are as follows:

- Storage and Distribution - 60%
- Industrial - 40%

1.9 To account for multiplier effects we have assumed a multiplier of 1.25 which is also based on the previous Regeneris work done to support the 2014 C&WLEP SEP.

Net Attributable Impacts

1.10 The hardest factor to assess is the contributory role of the proposed transport scheme to the development of additional employment activity around the scheme

[3] This is the lowest available breakdown of these industries at LEP level, using SIC07 sector groups C and GHI

(ie the sites in Table 1.1). There are various factors to take into consideration:

1) There is evidence of reasonably robust demand for sites in the area, demonstrated by relatively high levels of occupancy.

2) Work for WCC in 2015 in reviewing the proposed major site allocations in the emerging Borough Plan identified the need for a package of mitigation measures to ensure unacceptable levels of congestion did not arise in the future. These schemes can be thought of as a necessary package to support the increased population and employment in the Borough[4].

1.11 The employment and GVA impacts from the development of the identified sites are not directly contingent on the Bermuda Connection scheme, given the overall package of A444 corridor improvements are a key part of the wider plans to support Nuneaton's growth. Warwickshire County Council has modelled the impacts of planned growth on congestion in the Borough.[5] The assessment makes clear that although all projects within the planned A444 corridor improvements are not specifically necessary for development, some form of improvements will need to come forward to enable the wider plans for growth.

1.12 To allow for the fact that the Bermuda Connection project can only be considered as having a share of the overall transport supporting impact on the identified employment sites, we have taken the updated capital costs of the project as a proportion of the updated total cost of all transport improvements identified in the strategic transport assessment.[6]

1.13 This leads to a suggested attribution factor of around 10%. In other words, the Bermuda Connection scheme is assumed to account for 10% of the overall role that transport improvements in the A444 Corridor make in allowing for the future development of the sites in Table 1.1. This is not a perfect measure of attribution as ideally this would be based on the relative share of contribution to reducing/avoiding congestion. However, in the absence of more detailed information, we consider that cost is a reasonable proxy for the share of this scheme in the overall package.

1.14 This approach also assumes that it is necessary to see transport improvement to allow economic growth to take place. Again, this is not clear cut. It is quite possible that at least some of the development takes place without any highways or other transport improvements. In this case the modelling suggests that there would be an unacceptable increase in congestion in Nuneaton. We do not know for certain but this is likely to have an adverse impact on business performance and location decisions of businesses, offsetting the positive contribution from new site development. However, it is possible that WCC could make completion of the package of improvements a necessary precondition before the approval is

[4] Vectos, Nuneaton & Bedworth Borough Council Strategic Transport Assessment Modelling Report, 2015

[5] ibid

[6] The scheme costs identified in the August 2015 Vectos Assessment have been updated by WCC officers.

given for sites that would contribute to congestion in and around the A444 Corridor.

Housing

1.15 In addition to the jobs and GVA generated by the project, there is also a housing site, HSG3 (575 dwellings) that has been identified in the emerging local plan process, adjacent to the EMP 1 employment site.[7] Given the housing site is adjacent to EMP 1, we have used the same method to calculate the impact that is attributable to the project. We estimate that the scheme could enable around 58 housing starts.

Summary of Impacts

1.16 Below is a summary of impacts:

Table 1.2 Impact Summary of Potential Impacts from the Bermuda Connection project (Rounded)

Effect	Jobs	GVA Total Present Value	Housing Starts
Gross development potential	2,440	£510m	575
Net of displacement	1,300	£280m	-
Net attributable to the transport scheme	130	£28m	58
Net attributable - after multiplier effects	160	£35m	-

Source: Regeneris Consulting Calculations

[7] Panning Application Reference - 035037 (Planning)

Table 3: Bermuda Connectivity – Summary of Environmental Effects	
Subject	Summary
Air Quality	An air quality assessment has been undertaken to consider the potential effects resulting from changes to air quality during the construction and operational phases, including considering the impact (of changes in vehicles /numbers) on nitrogen oxide (NO_2) and particulate matter (PM_{10}) levels. A series of sites have been selected as 'representative' of the places where human health might be affected, these 'receptors' are within 200m of affected roads. They include 20 residential properties, a school and a children's centre. During construction of the Scheme there is the potential for dust emissions to be caused. These could have a short term adverse impact at nearby receptors if no mitigation is put in place. However, the Scheme will include 'control measures' and these will be set out in a 'Construction Environmental Management Plan' (CEMP). With these control measures in place the construction works should not have a significant effect on human health. Once the Scheme is constructed and operational, the impact on NO_2 concentrations at the human health receptors is expected to be 'negligible to slight'. The impact on concentrations (very small particulates) is expected to be 'negligible' in all cases. These concentration levels of both NO_2 and PM_{10} would mean that the local air would continue to satisfy statutory 'quality' limits. Therefore, it predicted that the Scheme would not have a significant effect on air quality.
Noise and Vibration	A baseline survey and assessment has established the existing ambient noise levels. The anticipated vehicle movements have been used to model the likely changes in the day time and night time noise levels at a number of noise sensitive receptor locations (homes along and adjacent to the route). The construction phase of the scheme has the potential to generate noise which may have a short term adverse impact at nearby sensitive receptors, particularly if there is no appropriate mitigation. However, the scheme will include mitigation measures to minimise noise and vibration. As a consequence the construction works should not have a significant effect on residents living along the route. Once constructed it is predicted that the reopening of the road and the bridge will result in an increase in the noise experienced in both the properties and gardens of a number of properties. The nature of the impact has been modelled using predicted traffic levels and this indicates those properties which may experience an increase in noise and the level of that increase over a 15 year period following the opening of the scheme. This assessment indicates that 266

	properties may experience increases in noise between 'minor adverse' and 'major adverse' if no mitigation takes place. The assessment indicates that the scale of the increase is likely to be as follows: Minor adverse (3dB-5dB increase) impacts at 126 properties, moderate adverse (5dB-10dB increase) impacts at 51 properties and major adverse (more than 10dB increase) impacts at 79 properties. Without mitigation, noise increases are capable of having impacts on health and quality of life. Whether they do depends on existing levels of environmental noise and whether the increase takes a property above relevant thresholds or affects a property which already experiences environmental noise above a relevant threshold. In the event that no mitigation took place, it is possible that residents of 105 properties could experience 'adverse' impacts and residents at 6 properties could experience 'significant adverse' impacts. Work has, therefore, been commissioned to prepare a mitigation scheme for submission with the planning application which will set out the approach to mitigation, which will be guided by the aims of the DEFRA Noise Policy Statement for England 2010 to avoid significant adverse impacts on health and quality of life and to mitigate and minimise lesser adverse impacts.
Cultural Heritage	A desk based assessment has concluded that given the majority of highway works proposed will take place on land which has previously been developed, disturbed or used (including the area previously used for landfill), it is anticipated that disturbance of any buried remains are likely to have already occurred. Any archaeological remains which might be encountered, are therefore, likely to be incidental and of only local interest. The potential effects of the Scheme on cultural heritage are anticipated to be minimal.
Arboriculture	All trees which have potential to be affected by the Scheme have been surveyed. No protected trees are proposed to be removed as consequence of the Scheme. A small number of trees and scrub are expected to be lost as a consequence of the Scheme, including areas parallel to the railway line. The proposed Scheme includes mitigation planting.
Ecology	An Extended Phase 1 Habitat Survey was undertaken for the Site. This was supplemented with further surveys of specific species, including bats. The surveys have confirmed that no protected species or designated sites will be adversely impacted by the Scheme.
Landscape and Visual Amenity	Desk based studies and site survey work has shown that the visibility of the site is limited in extent due to the very flat topography, built up nature of the industrial areas and intervening mature vegetation. The majority of the locations where views of the site are available are restricted to short range views, thereby limiting the overall number of potential receptors. Medium range views are very limited in number due to the amount of intervening element such as road embankments and vegetation, generally occurring only where the viewpoint is elevated due to the topography and with limited intervening vegetation. Long range views of the site are only available from the higher areas to the

	west of the site. The assessment has concluded that the changes to the landscape will be modest as the road largely already exists. The impact for most residents is negligible but for those closest to the Scheme (e.g. Tenlons Road and The Bridleway) which face onto the road, the impact will be 'minor adverse' when the Scheme is first implemented. However this would be mitigated in part as vegetation becomes established.
Ground Conditions	Site investigations and desk study information has confirmed that some of the land adjacent to the Scheme is former landfill which may contain hazardous materials. The design of the Scheme is such that the impact on this land is minimal and will be required for construction purposes only. It is therefore anticipated that any risks to human health and water resources can be controlled and managed. This will be through the implementation of a CEMP.
Water Environment	The Flood Risk Assessment has concluded that the construction of the Scheme will not increase the risk of flooding to residential or other properties. Small areas of the Scheme are already at risk from certain forms of flooding and so the Scheme has been designed to ensure this risk is not increased. The Hydrological Assessment has concluded that the Scheme can be constructed in ways that will protect and safeguard the underground groundwater resources and functioning of existing surface drainage features (e.g. drains and ponds).
Transport Assessment	The Transport Assessment for the Scheme demonstrates that overall the Scheme results in an improvement to the local network in terms of reducing congestion and journey times. The Transport Assessment for the Scheme also demonstrates that the Scheme provides improvements to sustainable transport infrastructure and enhanced connectivity with public transport. Furthermore, a Road Safety Audit has informed the design of the Scheme and in so doing will ensure that the risk of accidents is minimised.

Capital Infrastructure Fund Panel Evaluation

1. Evaluation by the Panel

1.1. The Panel has scored the scheme at 70.3/100 and so are recommending to Corporate Board that they support the allocation of the requested funding. The scores awarded in each section are:

- Alignment with the organisation's strategic objectives (15% weighting): 4/5;
- Financial viability (30% weighting): 3.5/5;
- Strategic investment/Economic growth (as a scheme planned to deliver these specific objectives, 45% weighting): 3.3/5; and
- Political social and environmental impact (10% weighting): 3.8/5.

1.2. In reaching its conclusions, the Panel made the following points:

- The bid has been presented, and assessed, as a new scheme in totality so that the benefits from the scheme are those to be gained from the entire capital cost rather than just the additional funding now requested. Costs incurred to date on the scheme are of the order of £1.400million. If the further funding were not now agreed this cost would largely need to revert to revenue budgets. This is however approximately balanced by the ongoing revenue maintenance cost of the completed works if the scheme progresses;
- The scheme fits well with the Council's economic growth priority and with detailed elements of the Local Transport Plan. As part of the Nuneaton programme of schemes it fits well with the stated priorities of relevant partners such as Nuneaton and Bedworth Borough Council and the Coventry and Warwickshire LEP, and the support of the latter body is reflected in the awarding of CWLEP grant to the scheme. The Panel would have preferred however that the bid included a fuller description of how this scheme fits into the overall programme in Nuneaton to better assess its dependencies and context;
- Whilst the scheme costs have increased significantly since the allocation of the Growth Fund budget, the figures have been subject to a reasonable degree of scrutiny and rigour. However, the risk of overspend remains and there is only a relatively small general contingency of £0.5million within the total cost estimate;
- The bid is well supported by external analysis covering the potential outcomes in terms of reduced traffic times and wider economic benefits relating to development of employment areas in the vicinity of the scheme. These indicate significant potential benefit-to-cost ratios (3.9 for travel time; 7.0 with wider economic impacts) though the report does not comment on how actual achievement of these benefits will be measured after the construction scheme completes. There is also no discussion of what steps, if any, the wider Council or its partners will take to support the realisation of these benefits beyond the construction work. A significant portion of the benefits will only be realised if other

parties, including landowners and businesses, engage with the opportunities the scheme will create;

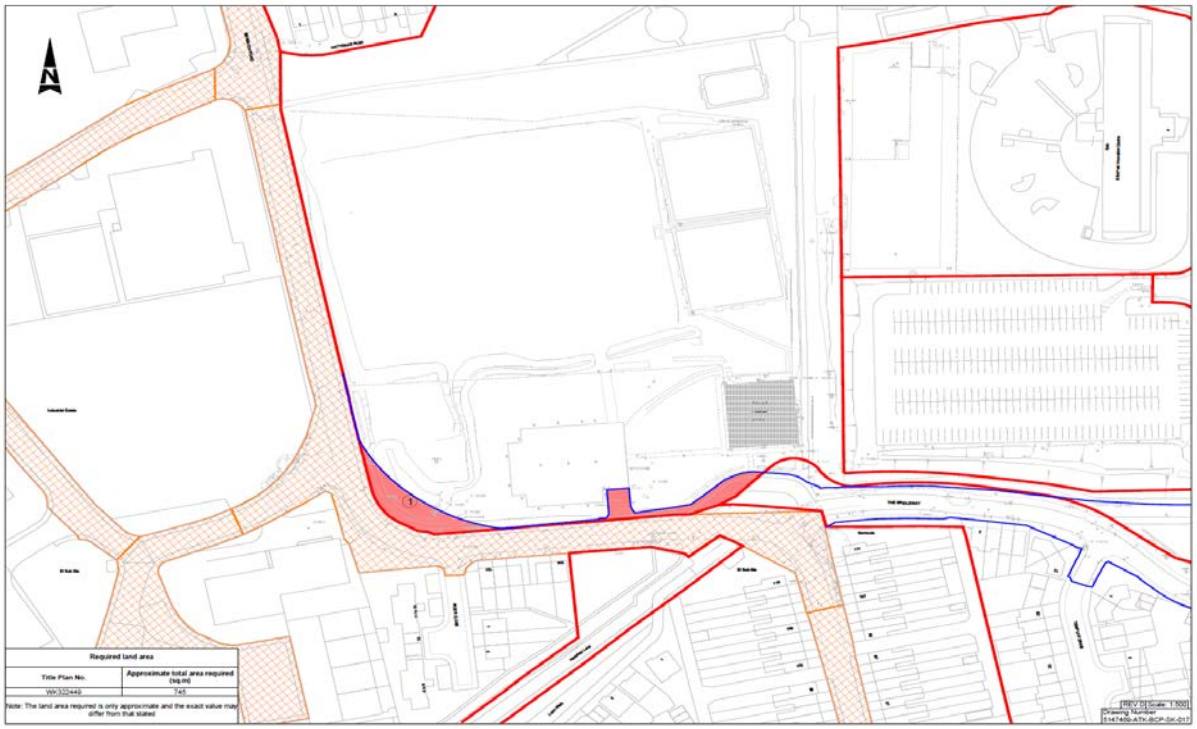
- The Panel had concerns that potential downsides of the project may be underplayed; there is no apparent cost evaluated for the disruption caused by the works, and it was not clear how the findings of the Equality Impact Assessment relating to increased traffic volume, noise and disruption had been considered or represented;
- The Panel felt that the bid's risk identification was reasonably complete but noted that few or no attempts were made to quantify impact or likelihood of those risks materialising. There were also relatively few risk mitigation suggestions made;
- When approved in October 2014, the scheme included a car park for the Bermuda Park rail station and a resulting revenue income of £80,000 p.a. to the Council. However, the scheme's redesign now excludes the car park, with the bid noting that an alternative proposal will be progressed and funded separately. This loss of income figure is (reasonably) not included in the revenue costs of the scheme; and
- The bid makes mention of "strong local opposition". Whilst the scheme has been substantially redesigned it is not clear whether any consultation has been carried out which could inform Members and officers of the likely reaction of the community to the latest plans. Furthermore, no detail is provided of future steps of this nature, which may be considered prudent to mitigate the risk of delays and extra costs caused by possible opposition.

Table 4: Getting West Nuneaton Moving: Bermuda Connection Sections of Land Required to Deliver the Scheme		
Plot No.	Section of Land	Land Registry No
1	Land within the site of the Bermuda Phoenix Centre	WK322449
2	Land to the front of the Bermuda Phoenix Centre	Unregistered Land 1
3	Land forming part of The Bridleway and Templar Drive	WK322449
4	Land between Knights Road and Bermuda Bridge Embankment, Part of Elliot Park	WK465081
5	Land to the front of Samuel Ryder House	WK483538
6	Embankment Land on Western Side of Bermuda Bridge	WK322449
7	Land adjoining St Georges Way and A444, Nuneaton (Embankment Land on Eastern Side of Bermuda Bridge)	
8	Land on St Georges Way (Adjacent to Embankment on Eastern Side of Bermuda Bridge)	WK258979
9	Land to the North of the Embankment Land on the Eastern Side of Bermuda Bridge	
10		
11	Land to the South of the Embankment Land on the Eastern Side of Bermuda Bridge	
12	Land on St Georges Way to the East of Bermuda Bridge, adjacent to Univar	

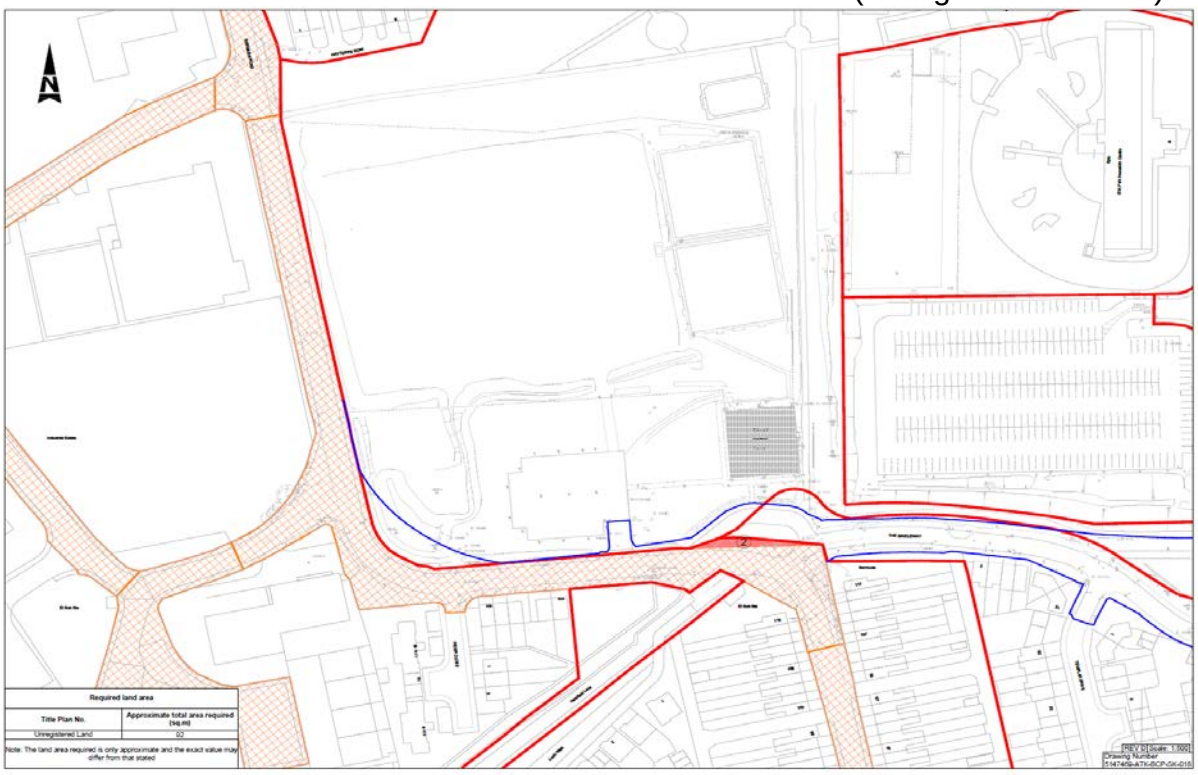
Item 8 Appendix J

Bermuda Connectivity
Plans - Sections of Land Required to Deliver Scheme

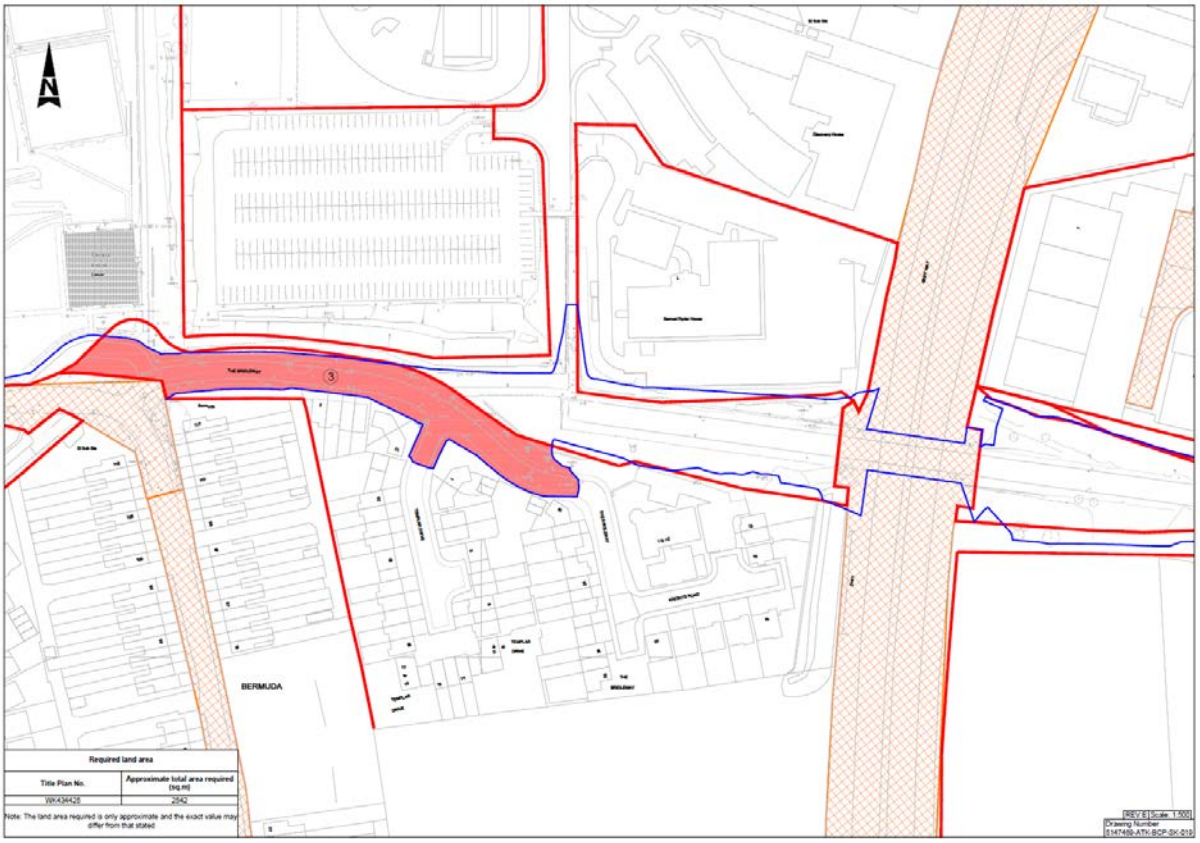
Plot 1 - Land within the site of the Bermuda Phoenix Centre (WK322449)



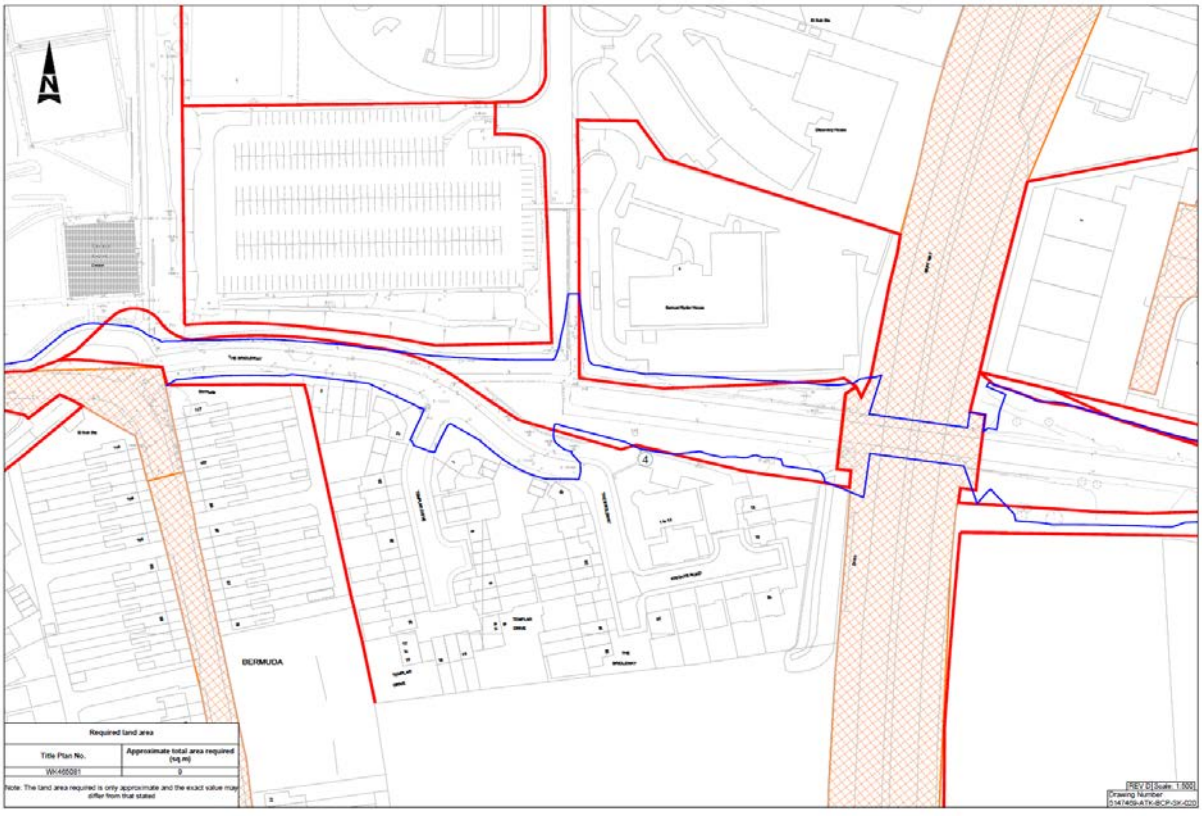
Plot 2 - Land to the front of the Bermuda Phoenix Centre (Unregistered Land 1)



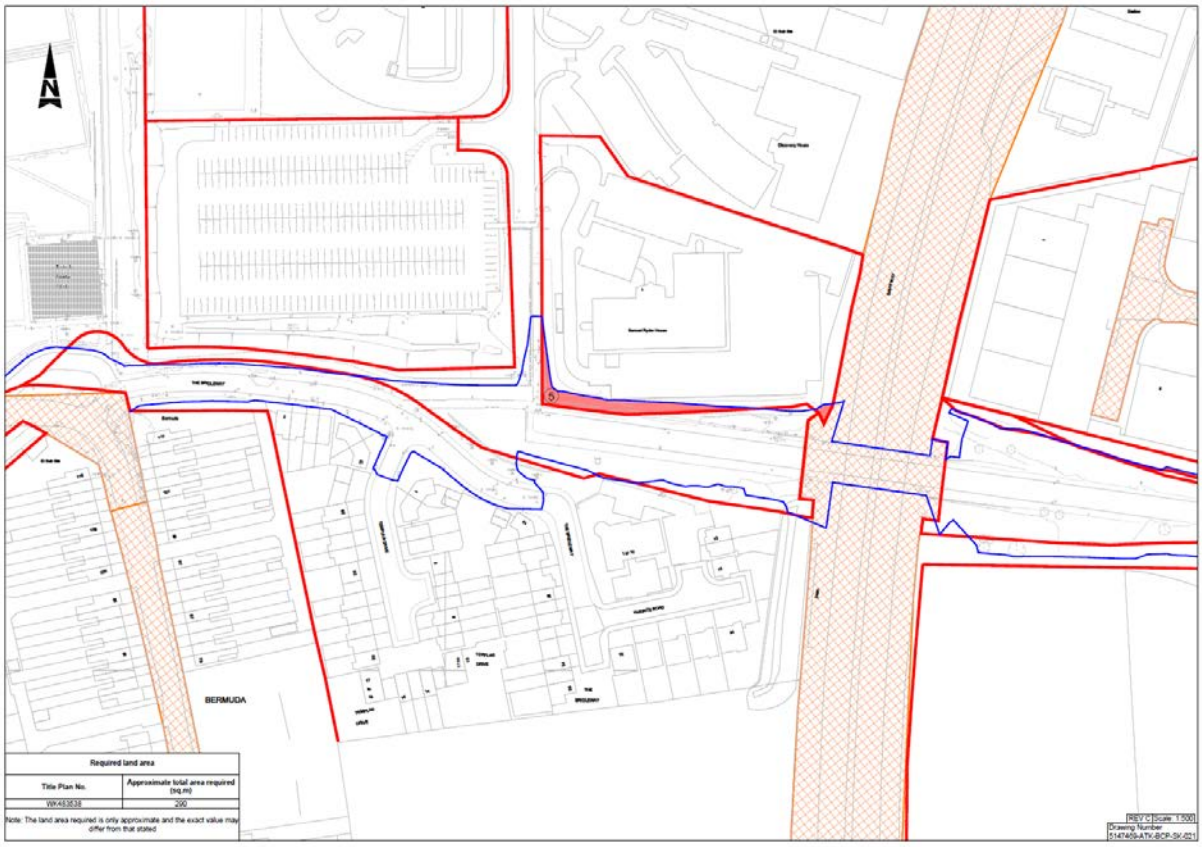
Plot 3 - Land forming part of The Bridleway and Templar Drive (WK322449)



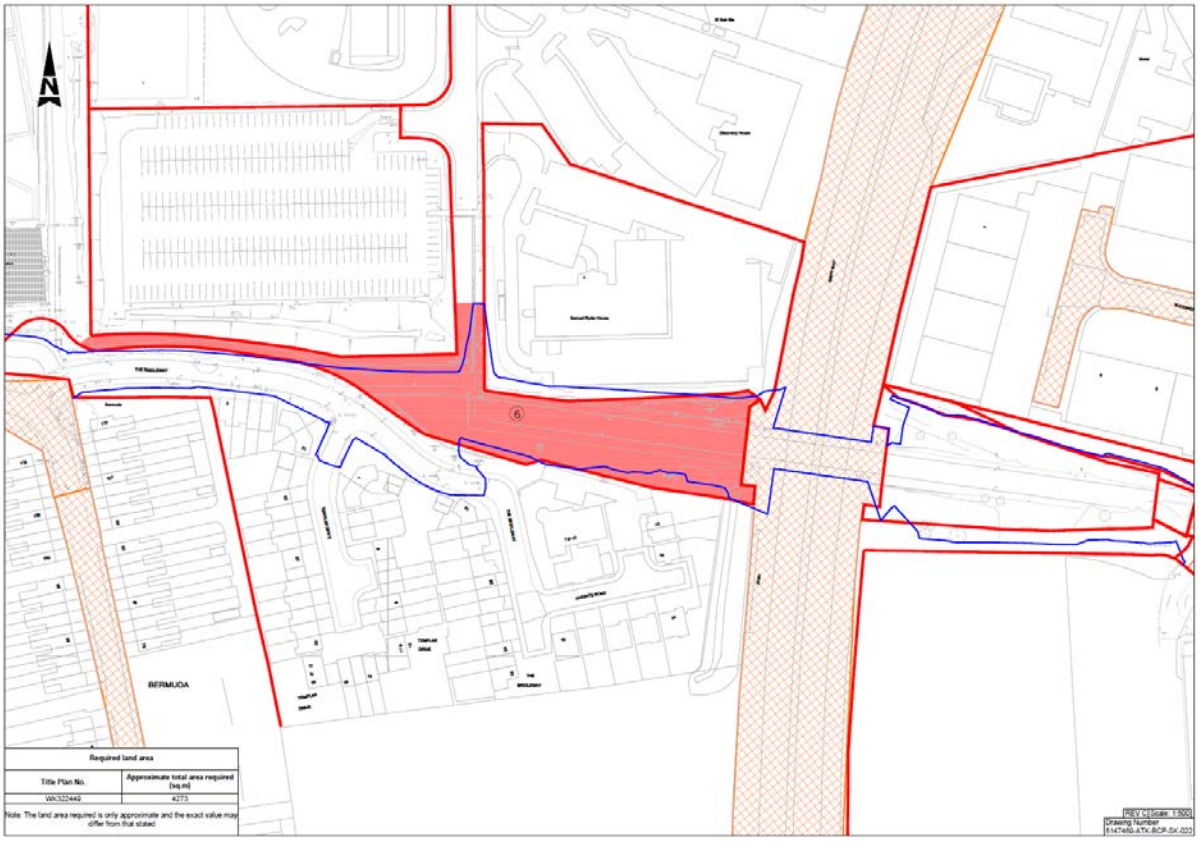
Plot 4 - Land between Knights Road and Bermuda Bridge Embankment, Part of Elliot Park (WK465081)



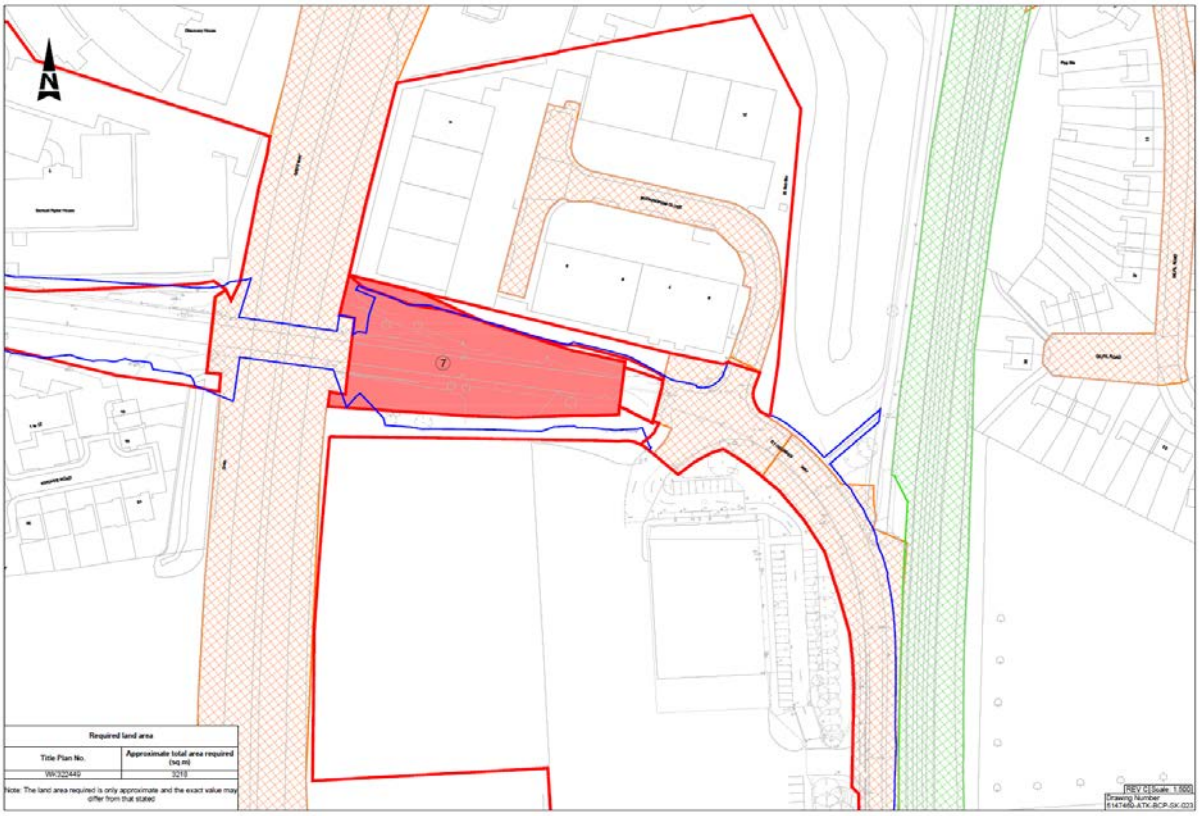
Plot 5 - Land to the front of Samuel Ryder House (WK483538)



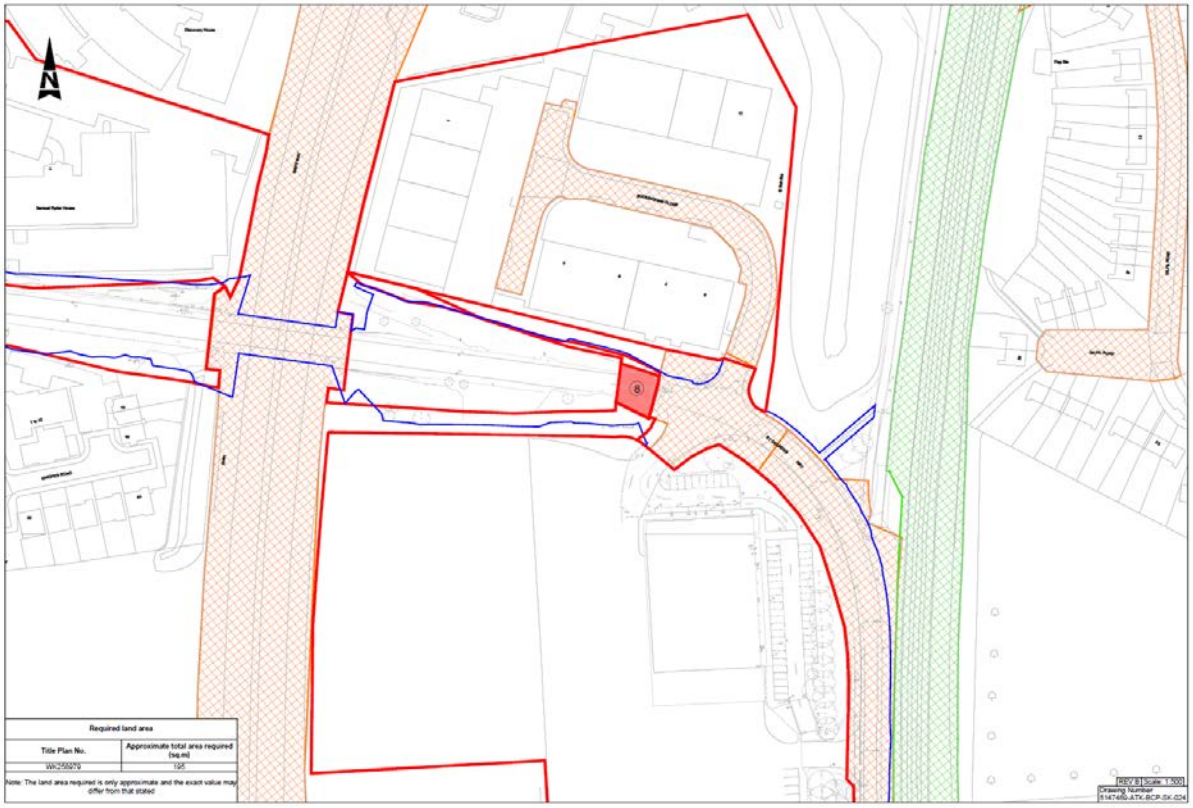
Plot 6 - Embankment Land on Western Side of Bermuda Bridge (WK322449)



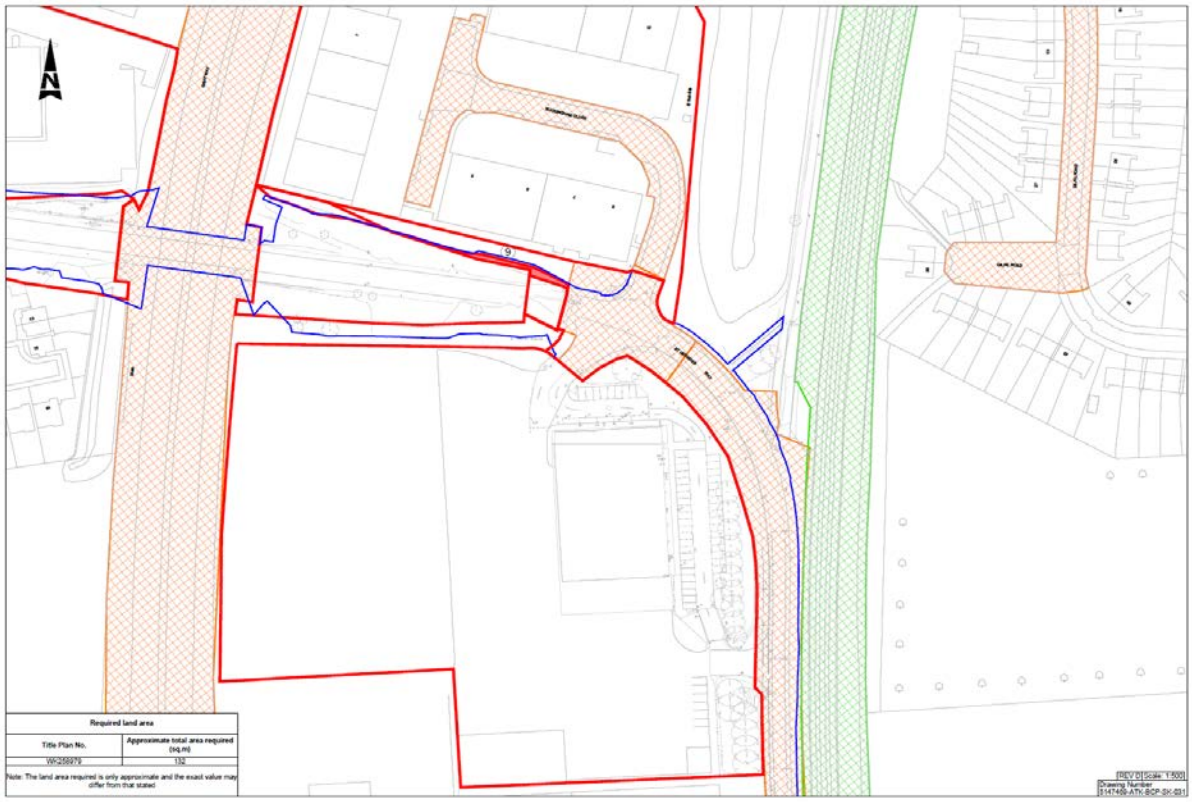
Plot 7 - Land adjoining St Georges Way and A444, Nuneaton (Embankment Land on Eastern Side of Bermuda Bridge) (WK322449)



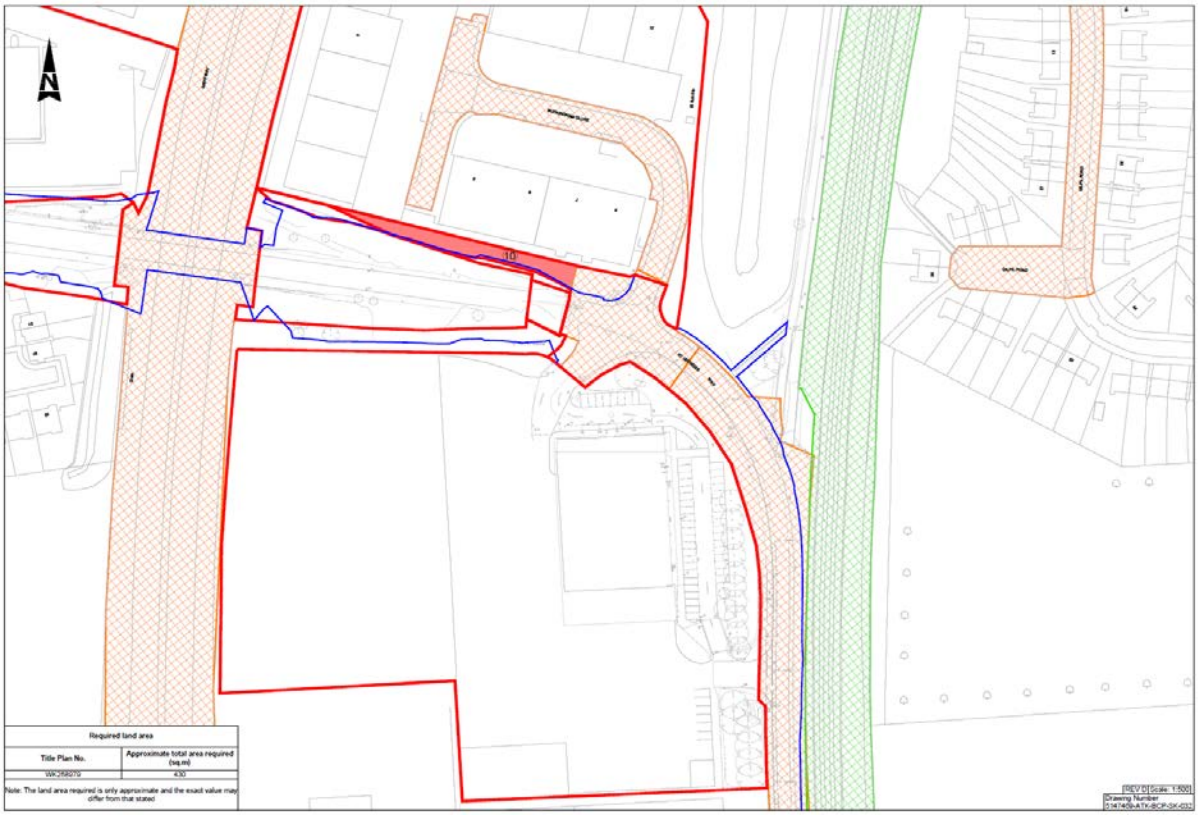
Plot 8 - Land on St Georges Way (Adjacent to Embankment on Eastern Side of Bermuda Bridge) (WK258979)



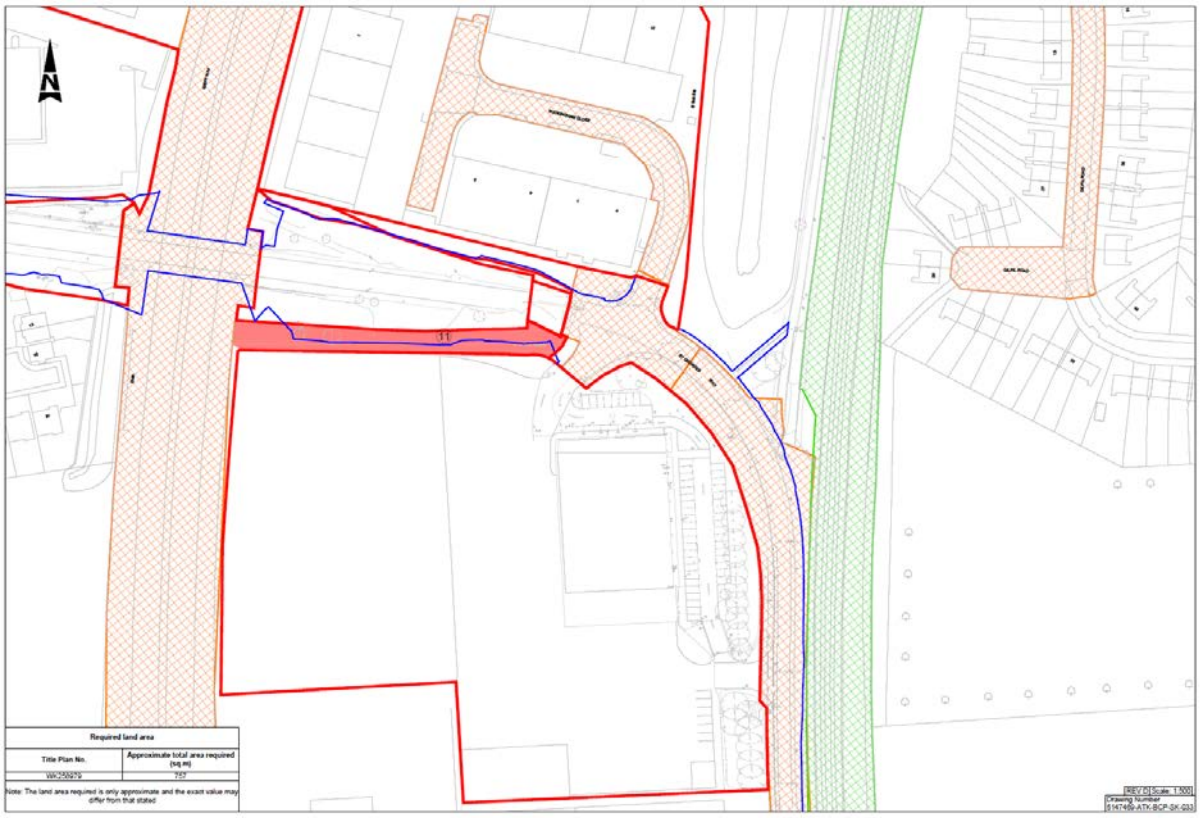
Plot 9 - Land to the North of the Embankment Land on the Eastern Side of Bermuda Bridge (WK258979)



Plot 10 - Land to the North of the Embankment Land on the Eastern Side of Bermuda Bridge (WK258979)



Plot 11 - Land to the South of the Embankment Land on the Eastern Side of Bermuda Bridge (WK258979)



Plot 12 - Land on St Georges Way to the East of Bermuda Bridge, adjacent to Univar (WK258979)

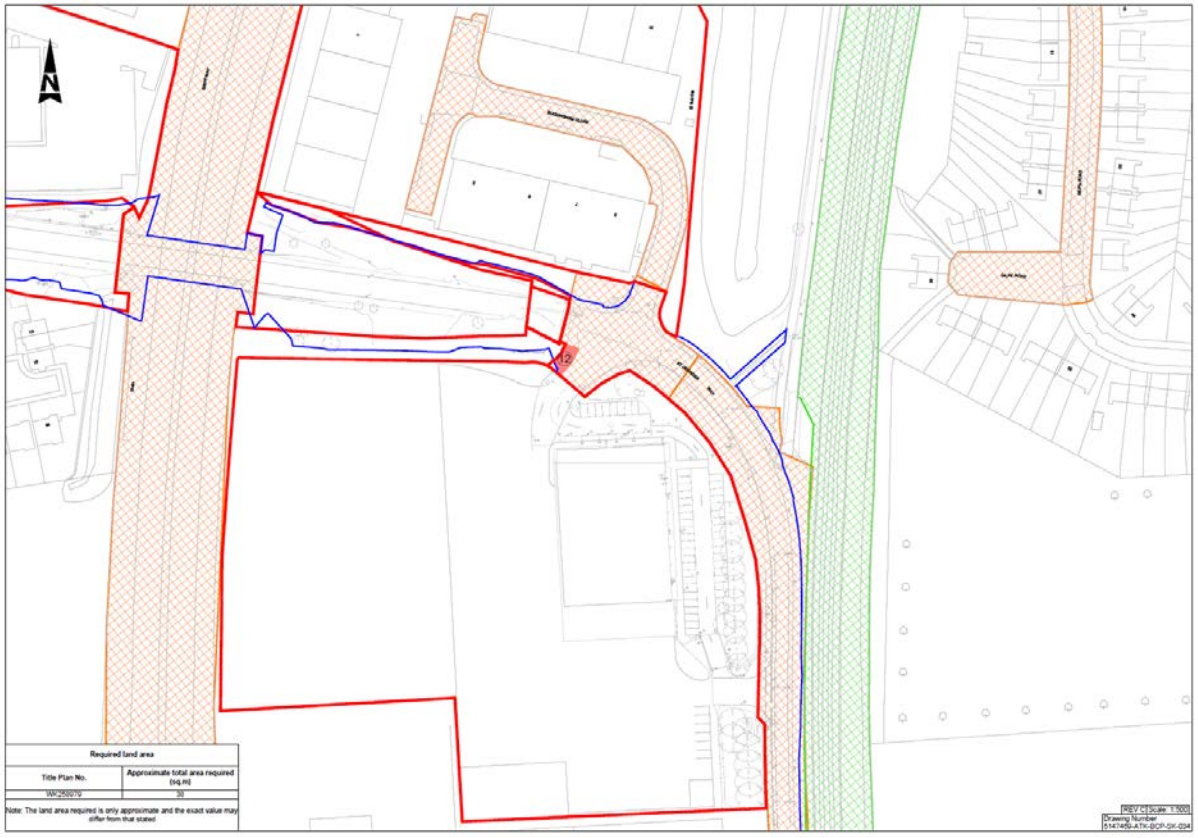


Table 1: Bermuda Connectivity – Summary of Revisions to the Scheme	
Preliminary Design and Consultation Scheme (2015)	Revised Scheme 2018 (post Detailed Design)
Improvement of the existing Bermuda Bridge, connection to the local highway network and opening to all traffic and road users	No change
Enhancements to the Heath End Road / Bermuda Road / Hare and Hounds Lane Junction Improvements (signalisation)	These enhancements have been removed from Scheme
Provision of a Shared Use Pedestrian / Cycleway off St Georges Way running along Bermuda Bridge – The Bridleway – Bermuda Road ending at the Junction with Sargasso Lane	Provision of an Shortened Shared Pedestrian / Cycle off St Georges Way running between St George's Way – Bermuda Bridge – The Bridleway only
Enhancements to the Shared Use Cycle / Pedestrian Link between Bermuda Bridge / The Bridleway to Barling Way for access to George Eliot Hospital	This component has received Section 106 developer contribution funding and will be delivered separately
Provision of a Car Parking for Bermuda Park Rail Station	This component has received Section 106 developer contribution funding and will be delivered separately
Enhancement of the signalised Heath End Road / Tenlons Road Junction	No change
Realigning Sections of Bermuda Road and The Bridleway: • Realigning a large section of the southern part of the highway on Bermuda Road further away from residential properties in order to reduce the impact of the scheme; • Extent of new highway has increased from approximately 30m to 250m; and • An existing attenuation pond off Bermuda Road to be relocated.	Minor improvements to the bend on the southern section of Bermuda Road
Reconfiguration of the existing bus turning area on The Bridleway	Removal of the bus turning area on The Bridleway
Enhancements to the Heath End Road / The Raywoods Junction (signalisation)	This enhancement has been removed from the Scheme
St Georges Way: Provision of a new Toucan crossing on St Georges Way to enhance pedestrian connectivity between the proposed off-	This enhancement has been removed from the Scheme

street car park and Bermuda Park Rail Station	
Shared Pedestrian and Cycle Crossings: Additional uncontrolled crossings provided on Bermuda Road, The Bridleway and St Georges Way	Series of traffic calming islands located at southern end of Bermuda Road, The Bridleway and St Georges Way on approach to Bermuda Bridge
Bermuda Road Improvements: • Provision of a mini-roundabout at the junction with Tenlons Road; and • Provision of a series of off-road parking bays and a single elongated off-road parking bay for local residents / visitors.	Bermuda Road Improvements: • Provision of a speed hump (traffic calming) on the approach to the bend on the southern section Bermuda Road; and • Provision of a raised table / uncontrolled crossing on Bermuda Road.
Tenlons Road Improvements: Provision of 5 car parking bays for commercial properties	This enhancement has been removed from the Scheme
Double Yellow Line Parking Restrictions along entire route	No change
Street Lighting Improvements: Complete renewal of street lighting across the site including Bermuda Bridge (82 no. lighting columns in total)	Street Lighting Improvements: • Complete renewal of street lighting on Bermuda Bridge only; and • New street lighting on Bermuda Road adjacent to the raised table / uncontrolled crossing only.